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Bureau of
Transportation
Planning &
Development

PITTSFIELD URBANIZED AREA

TRANSPORTATION PLAN

ANNUAL REVIEW AND REPORT

December 1969

PITTSFIELD TRANSPORTATION COORDINATING COMMITTEE

MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS

BUREAU OF TRANSPORTATION PLANNING AND DEVELOPMENT

In Cooperation with

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS

Publication No. 5153

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Alfred C. Holland
State Purchasing Agent



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INTRODUCTION

This Annual Report for the Pittsfield Urbanized Area compares and evaluates available items of land use, economic data and transportation system characteristics as related to the forecasts made in the Pittsfield Urbanized Area Comprehensive Transportation Study prepared by Bruce Campbell and Associates.

The report is a cooperative effort of Massachusetts, Department of Public Works and the Pittsfield Urbanized Area Transportation Coordinating Committee. It is in response to the Federal Aid Highway Act of 1962 which requires a continuing comprehensive transportation planning process carried on cooperatively by States and local communities for urbanized areas over 50,000.

The annual surveillance and reappraisal program is designed to determine if the actual growth and changes in urban development confirm the long range forecasts developed under the transportation study.

The data most readily available is on a city and town basis. This report used data through the year 1968 which was obtained in 1969. The base year of the original report was 1965 with forecasts to 1990.

FINDINGS

The growth of the Pittsfield Urbanized Area has developed as predicted in the Pittsfield Urbanized Area Comprehensive Transportation Study prepared by Bruce Campbell and Associates.

Socio-Economic

Population estimates for 1968 are reasonable.

Employment projections made for the transportation study are acceptable.

Vehicle ownership trend is continuing its upward climb; a sign of increased family income.

Retail trade figures show a dollar sales value growth from 1963 to 1967 that is consistent with predicted retail sales growth for the study area.

Dwelling unit building permits closely parallels the projected population growth.

Telephone installation trend follows the projected population and dwelling unit building permits.

Transportation System

Travel patterns throughout the study area have remained essentially the same as inventoried in the study area report. Traffic counting stations show an increase in travel that is reflective of the economic growth of the study area.

System changes consisted of reconstruction and resurfacing portions of the existing street system for the study area communities.

General Conclusion

The recommended transportation plan as presented in the Pittsfield Urbanized Area Comprehensive Transportation Study is still valid.

Details of the above items are shown in the following pages.

POPULATION

POPULATION

Comparative population estimates and projections for the Pittsfield Urbanized Area.

Community	(1) 1965	(2) 1965	(3) 1968	(2) 1968	(3) 1970	(2) 1970
Pittsfield	56,511	57,920	57,404	58,213	58,000	58,408
Dalton	7,360	6,880	8,104	7,490	8,600	7,897
Lanesborough	3,062	3,260	3,265	3,536	3,400	3,725
Lenox	4,661	4,350	5,104	4,422	5,400	4,470
Total	71,594	72,400	73,877	73,661	75,400	74,500

While the estimated projections are based on different methods the study area totals for 1968 are reasonably close. The only reliable check on population by community will be the 1970 census.

Indicative of the reasonableness of the population projections made for the Pittsfield Urbanized Area is the ratio of the known public school enrollment for the City of Pittsfield for the years 1966 and 1968 to the population projections. (Shown as follows)

Pittsfield 1966 Population Projections (2)	$\frac{58018}{11839} = 4.90$
Pittsfield 1966 Public School Enrollment (4)	
Pittsfield 1968 Population Projection (2)	$\frac{58213}{11952} = 4.87$
Pittsfield 1968 Public School Enrollment (5)	

Sources:

- (1) 1965 State Census
- (2) Pittsfield Urbanized Area Comprehensive Transportation Study, June 1966, Page I-9, 1968 Interpolated between 1965 and 1970 estimates.
- (3) Projection Estimated by Bureau of Research & Statistics, Mass. Department of Commerce and Development. 1968 Interpolated between 1965 census and 1970 estimate.
- (4) 1966 School Enrollment, Mass. Dept. of Commerce & Development, City of Pittsfield Monograph, Revised November 1967.
- (5) 1968 School Enrollment, Mass. Dept. of Education, Research Center.

ECONOMIC INDICATORS

EMPLOYMENT .

Employment figures for the Pittsfield Urbanized Area by Community

ACTUAL

Community	<u>COVERED EMPLOYMENT</u> ⁽¹⁾			
	1965	1966	1967	1968
Pittsfield	20,995	22,581	24,011	24,878
Dalton	1,114	1,089	1,106	1,116
Lanesborough	72	89	100	101
Lenox	<u>886</u>	<u>956</u>	<u>1,043</u>	<u>1,125</u>
	23,067	24,715	26,260	27,220

FORECAST

Community	EMPLOYMENT (2)	
	1965	1968
Pittsfield	23,450	24,044
Dalton	1,140	1,165
Lanesborough	160	164
Lenox	<u>750</u>	<u>766</u>
	25,500	26,139

Sources:

- (1) Employment in Establishments subject to Massachusetts Employment Security Law: Massachusetts Division of Employment Security.
- (2) Pittsfield Urbanized Area Comprehensive Transportation Study, June 1966. 1968 Interpolated between 1965-1970 Estimated.

ACTUAL

				(3)
				<u>MANUFACTURING EMPLOYMENT</u>
<u>Community</u>	<u>1965</u>	<u>1966</u>	<u>1967</u>	
Pittsfield	11,738	12,900	13,813	
Dalton	815	816	788	
Lanesborough	-	2	9	
Lenox	<u>42</u>	<u>63</u>	<u>89</u>	
	12,595	13,781	14,699	

COMMENT

The figures in the tables above illustrate the importance of the City of Pittsfield as the center of employment for the Pittsfield Urbanized Area. The increase shown by the manufacturing employment table was primarily the result of the expansion of the electrical and paper industries. This growth had been anticipated in the study to take place beyond 1970. At the time of the study report there was no fixed time schedule for private investment in expansion of facilities. It is realistic to state that the projected employment figures to 1990 made for the transportation study are acceptable.

Source:

- (3) Employment in Establishments subject to
Massachusetts Employment Security Law:
Massachusetts Division of Employment Security.

VEHICLE REGISTRATION TREND

ACTUAL:

Vehicle registration trend for the Pittsfield Area
by Community.

Community	(1) 1964	(1) 1965	(1) 1966	(1) 1967	(1) 1968	Growth 1964-1968
Pittsfield	29,957	30,317	31,656	32,132	33,503	11.8
Dalton	3,688	4,006	4,095	4,239	4,497	21.9
Lanesborough	1,820	1,975	2,075	2,173	2,204	21.1
Lenox	2,964	3,096	3,235	3,354	3,645	23.0
Three Communities						
Sub-Total	8,472	9,077	9,405	9,766	10,346	22.1
Study Area Total	38,429	39,394	41,061	41,898	43,849	14.1

FORECAST:

Projected automobile ownership for City of Pittsfield and the remainder of the study area.

	(2) 1964	(2) 1968	Growth 1964-1968
Pittsfield	29,957	31,995	6.8
Other three Communities	8,472	9,627	13.6
	38,429	41,622	8.3

Source:

- (1) Massachusetts Department of Corporations and Taxation; Recapitulation of Motor Vehicles and Trailer Excise.
- (2) Pittsfield Urbanized Area Comprehensive Transportation Study: June 1966, Page III - 17. 1968 Interpolated between 1964-1990 Estimated.

RETAIL TRADE TREND

PITTSFIELD SMSA

(Pittsfield, Dalton, Lanesborough, Lenox, Lee)

	(1) <u>1963</u>	(1) <u>1967</u>	<u>Change</u>
Number of Establishments	702	706	+4
Sales	126,336	154,571	+28,235

PITTSFIELD CITY

	(1) <u>1963</u>	(1) <u>1967</u>	<u>Change</u>
Number of Establishments	546	532	-14
Sales	108,211	131,484	+23,273

The City of Pittsfield maintained its dominance as the retail center of the Study area. 85% of all sales were made in the City of Pittsfield. After adjusting the 1967 sales figures for inflation from 1963, a constant rate of sales growth is 2.7% per year. The Pittsfield Urbanized Area Comprehensive Transportation summary report predicted growth of 2.5% per year.

Source:

(1) 1967 Census of Business: Retail Trade; Massachusetts

LAND USE

DWELLING UNITS

Summary of residential building permits issued in the Pittsfield Urbanized Area.

(1) Community	1965	1966	1967	1968	Total 1965-1968
Pittsfield	121	199	128	99	547
Dalton	19	34	29	14	96
Lanesborough	3	10	14	10	37
Lenox	12	32	91	151	286
Total	155	275	262	274	966

Demolition permits were not available by community on residential dwelling units.

The Total residential building permits applied for up to and including 1968 closely parallels the projected population growth in relation to both the individual community and the total urbanized area.

Source:

- (1) New Home Building in Massachusetts, 1958-1968, July 1969. Bureau of Research and Statistics, Massachusetts Department of Commerce and Development.

Trend in Telephone Installations

Total Phones

Community	<u>1966</u>	<u>1967</u>	<u>1968</u>	<u>%Growth 1966-1968</u>
Pittsfield	20,579	20,847	21,053	+2.3
Dalton	2,457	2,554	2,574	+4.8
Lenox	<u>1,455</u>	<u>1,509</u>	<u>1,557</u>	<u>+7.0</u>
Total	24,491	24,910	25,184	+2.8

Residence Phones

Community	<u>1966</u>	<u>1967</u>	<u>1968</u>	<u>%Growth 1966-1968</u>
Pittsfield	17,610	17,838	18,006	+2.2
Dalton	2,278	2,374	2,393	+5.1
Lenox	<u>1,186</u>	<u>1,234</u>	<u>1,266</u>	<u>+6.7</u>
Total	21,074	21,446	21,665	+2.8

Business Phones

Community	<u>1966</u>	<u>1967</u>	<u>1968</u>	<u>%Growth 1966-1968</u>
Pittsfield	2,969	3,009	3,047	+2.6
Dalton	179	180	181	+1.1
Lenox	<u>269</u>	<u>275</u>	<u>291</u>	<u>+8.2</u>
Total	3,417	3,464	3,519	+3.0

Data not readily available for Town of Lanesborough

PITTSFIELD URBANIZED AREA
Chapter 90 Expenditures

PITTSFIELD

<u>Year</u>	<u>Location</u>	<u>Length</u>	<u>Expenditures</u>
1965	Hubbard Ave.	3,900 L.F.	\$ 72,000
1965	Springside Ave.	5,158 L.F.	148,000
1966	Barker Rd.	14,731 L.F.	68,000
1967	East, Elm & Fourth Sts.	1,100 L.F.	182,000
1968	Valentine Rd.	4,135 L.F.	176,000

Dalton

<u>Year</u>	<u>Location</u>	<u>Length</u>	<u>Expenditures</u>
1965	Division Rd.	2,750 L.F.	\$ 37,500
1966	Division Rd.		
1967	Division Rd.	3,550 L.F.	78,000

LANESBOROUGH

<u>Year</u>	<u>Location</u>	<u>Length</u>	<u>Expenditures</u>
1965	Brodie Mt. Rd.	3,000 L.F.	\$ 14,000
1966	Swamp Rd.	2,000 L.F.	14,000
1967	Swamp Rd.		
1967	Brodie Mt. Rd.	1,100 L.F.	19,600
1968	Partridge Rd.	3,400 L.F.	17,300

LENOX

<u>Year</u>	<u>Location</u>	<u>Length</u>	<u>Expenditures</u>
1965	New Lenox Bridge & Approaches		Includes Funds Frm. 1961-64
1966	New Lenox Bridge & Approaches	950 L.F.	\$240,000
1967	New Lenox Rd.	2,000 L.F.	20,000
1968	New Lenox Rd.	2,000 L.F.	20,000

TRAVEL CHARACTERISTICS

Traffic Counts Pittsfield Urbanized Area

Traffic volume data are obtained under the annual traffic counting program operated by the Bureau of Transportation Planning and Development. This program includes continuous counting stations, monthly counts for twenty-one days in duration at control counting stations and short count stations which are counted only once a year. The following are those stations available that are close to or within the Pittsfield Urbanized Area.

Continuous count Stations

Pittsfield, Route 8, $\frac{1}{2}$ mile south of Lanesboro town line.

<u>year</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>	<u>1967</u>	<u>1968</u>
AADT	6790	5480	5600	8395	8145

Lee, Route 20, 1 mile east of junction of Routes 20 and 102.

<u>year</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>	<u>1967</u>	<u>1968</u>
AADT	2560	2550	2800	3280	3095

Control Count Station

Richmond, Route 41, at the Pittsfield City Line.

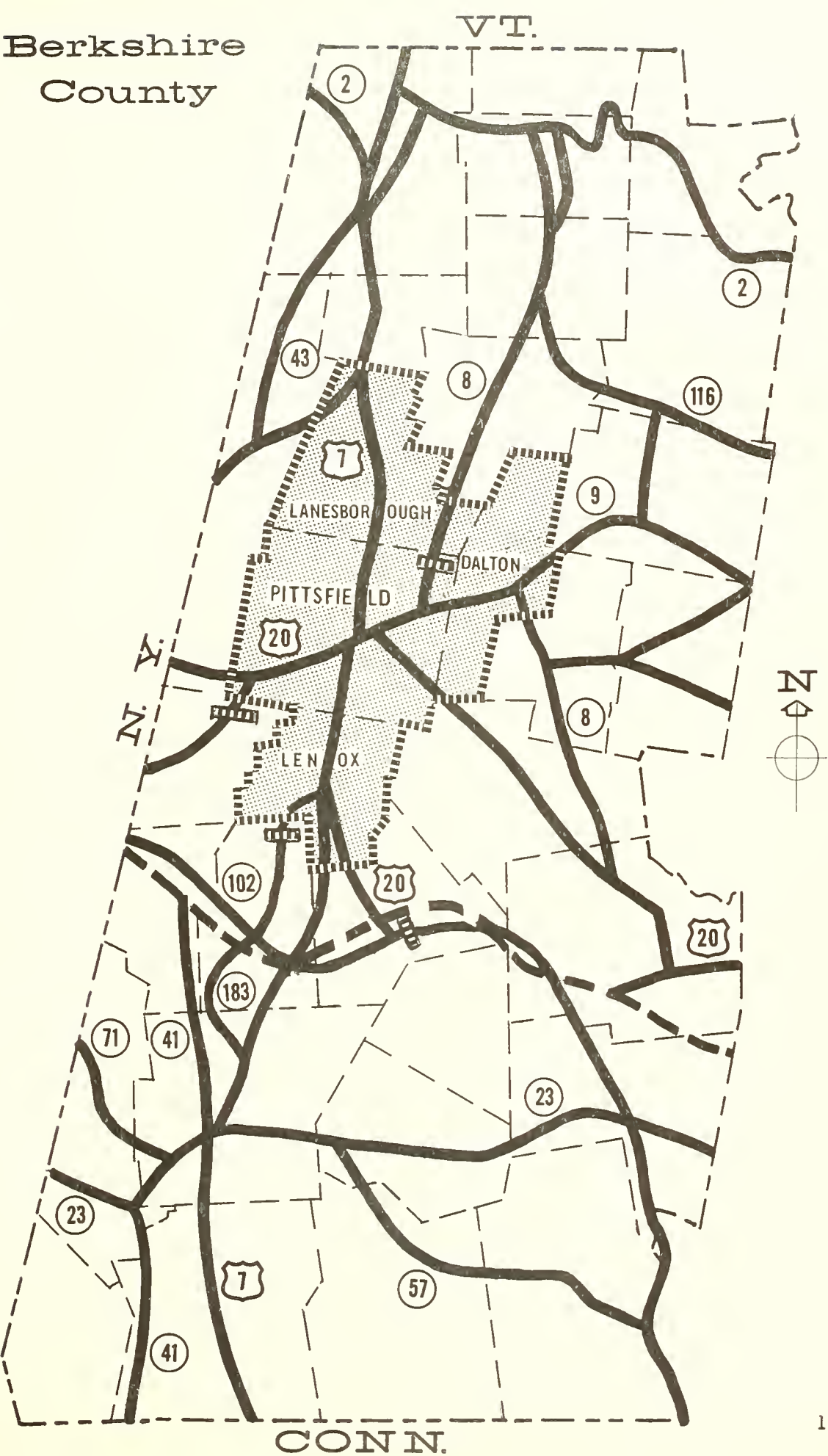
<u>year</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>	<u>1967</u>	<u>1968</u>
AADT	2210	1970	2100	2070	2295

Short Count Station

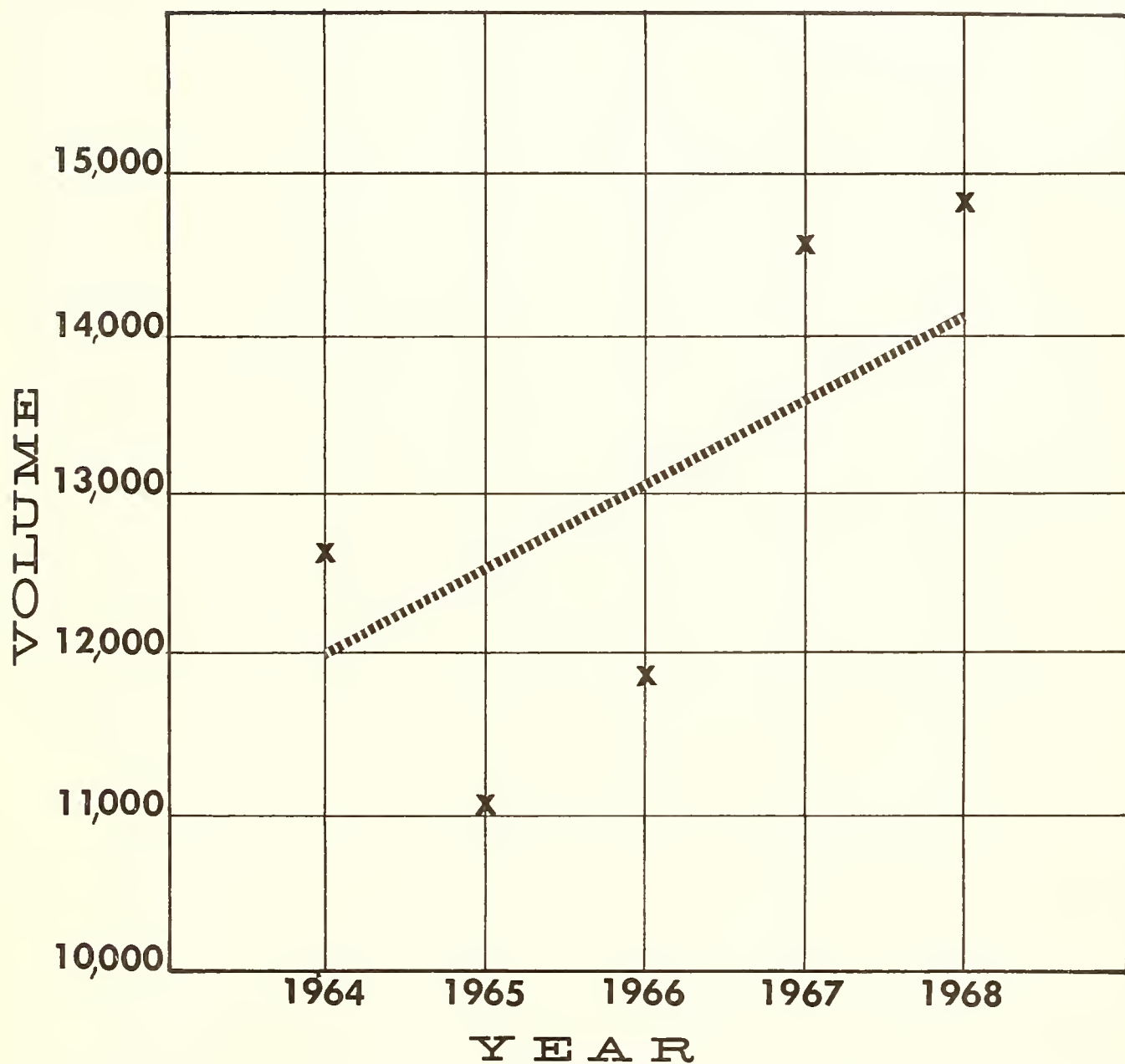
Stockbridge, Route 183, 500 feet south of Lenox Town Line

<u>year</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>	<u>1967</u>	<u>1968</u>
AADT	1010	1030	1200	780	1240

Berkshire
County



Trend of Combined Traffic Volume Counts
at Four Locations Near Study Area Boundary



Traffic is growing at a rate of 3.5%
per year near the study area boundaries.

Cheshire, Route 8, at Lanesborough Town Line

Year	1964	1965	1966	1967	1968
AADT	NC	NC	5900	7750	7105

Lanesboro, Route 7, at Pittsfield Town Line

Year	1964	1965	1966	1967	1968
AADT	NC	NC	8700	7725	10835

Pittsfield, Route 9, at Dalton Town Line

Year	1964	1965	1966	1967	1968
AADT	NC	NC	14100	10695	9005

Dalton, Route 8 at Hensdale Town Line

Year	1964	1965	1966	1967	1968
AADT	NC	NC	3300	3065	4215

Hancock, Route 20, at Pittsfield Town Line

Year	1964	1965	1966	1967	1968
AADT	4000	2440	3000	4095	5080

Pittsfield, Routes 7 and 20 at Lenox Town Line

Year	1964	1965	1966	1967	1968
AADT	NC	NC	12000	13540	11805

Pittsfield, Route 7, North Street between Summer and Union Streets

Year	1964	1965	1966	1967	1968
AADT	17625	16950	17000	18045	(Const.) 12765

Hancock, Brodie Mt. Road at Lanesborough Town Line

Year	1964	1965	1966	1967	1968
AADT	NC	NC	NC	500	590

Lanesborough, Berkshire Road $\frac{1}{2}$ mile East of Route 7

<u>Year</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>	<u>1967</u>	<u>1968</u>
AADT	NC	NC	NC	740	1585

NC - No count available.

Trend in Telephone Installations

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STATUS OF PLANNING FOR HIGHWAYS IN THE PITTSFIELD
URBANIZED AREA

Pittsfield By-pass - Lakeview Drive North to Lanesboro.

This section of highway is currently under design and will probably be ready for construction late in 1972.

Pittsfield By-pass - Lakeway Drive South to Pittsfield - Lenox line.

The Department is currently negotiating a design contract for this construction and in all probability it will be ready for construction late in 1973.

Lenox - Route 7 and 20 bypass to Pittsfield line.

The public hearing has been held and comments noted. The project was submitted to the Berkshire County Regional Planning Commission and we have received their comments. The Department has requested corridor approval from the U. S. Department of Transportation, Bureau of Public Roads, but as of this date has not received an answer. In all probability it will reach the construction stage early in 1974.

Southwest Connector off Route 7 and 20, Pittsfield.

This project is in the basic location study stage and would be expected to be constructed some time after 1975.

Southeast Connector off Route 7 and 20, Pittsfield.

This project is in the basic location study stage and would be expected to be constructed some time after 1975.

Lenox Bypass - Route 7 south to Stockbridge, Great Barrington, and to Connecticut.

This project is in the basic location study stage and would be expected to be constructed some time after 1975.

Coltsville Intersection, Pittsfield.

This project is in the design stage and could be ready for advertising for construction two months after the filing of the right of way layout. This is presently scheduled for the second half of 1970.

Route 8 north from Coltsville to Adams and North Adams.

This project is in the basic location study stage and would be expected to be constructed some time after 1975.

